

MARINE

Hawaii

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February 15, 2001

Camp Smith hosts safety conference

Cpl. Otto C. Pleil-Muete

MarForPac Public Affairs

CAMP H.M. SMITH –

The top safety officials from around the Marine Corps came together here Monday for the first-ever Marine Forces Pacific Safety Conference.

The four-day conference was formed as a result of the increasing need to enhance current safety policies and procedures for the Marine Corps.

The Commandant of the Marine Corps, Gen. James L. Jones, additionally expressed his safety concerns in CMC White Letter 10-00 where he introduced his Marine Corps Safety Campaign Plan.

The CMC's safety concerns led to this conference, in which Brig. Gen. John G. Castellaw, deputy commander, Marine Forces Pacific, presented opening remarks stressing the importance of minimizing mishaps around the Marine Corps and focusing on the most important resource – Marines.

On Tuesday, Lt. Gen. Frank Libutti, Commander Marine Forces Pacific, addressed the conference and stressed his concerns on our safety program and its resources.

He requested that each attendee give him an example of something that should be done that currently isn't being done and one example of something that is being done now that should be stopped.

His closing remarks

addressed the need for safety to become part of the way every Marine, Sailor, and civilian Marine does business.

Those in attendance included safety officials and safety managers from Headquarters Marine Corps, the Naval Safety Center in Norfolk, Va., Marine Forces Atlantic and command representatives coming from the both I Marine Expeditionary Force and III Marine Expeditionary Force, as well as Marine Forces Pacific bases and stations.

"We know we work in a high-risk business," said Donald C. Weightman, the safety manager for Marine Forces Pacific. "We need to arm our Marines, Sailors, and civilian Marines with the best available knowledge to do things as safely as possible... to support both the warfighter and the mission."

The conference included opening discussions on the Commandant's directive, safety policies, the Marine Corps safety campaign, overall safety issues, mishap reporting order, and occupational safety and health updates. Other issues brought up included safety services, manpower to maintain safety, budgeting and safety training.

The conference provided attendees an opportunity to define and analyze strengths and weaknesses of current safety initiatives throughout MarForPac and provide suggestions for the best path to enhance safety as force multiplier for mission readiness.



Image courtesy of MCB Hawaii Housing Department

An artist's conception illustrates one of four models of houses slated to be built aboard MCB Hawaii, Kaneohe Bay in the coming months.

New homes slated for MCBH

Sgt. Richard W. Holtgraver, Jr.
Combat Correspondent

Cochran Street will get a facelift in early March when the old housing units will be replaced with new ones.

Not only will this improve Cochran Street's appearance, but by late spring or early summer of 2002 these new houses will improve the quality of life for many servicemembers and their families.

"This project will replace a section of 184 old, unlivable units in the Cochran housing area that runs along side of Mokapu road," said John A. Weick, the construction management engineer for MCB Hawaii.

In October of 2000, a contract for more than \$40 million dollars was awarded to Hunt Construction Company to build the new homes that will house enlisted Marines, Sailors and their families.

The new housing units will be duplex-style, and most of them will be two-story homes that look similar to the new 54 housing units, which are located beside Fort Hase beach.

Several one-story handicap units will also be built. There is a requirement that we have five percent of the units built to accommodate the handicapped, and two percent built to house the hearing impaired, said Weick.

The new housing area is going to have play lots, a basketball court, a play field and a recreational path, which will run alongside Mokapu road. and around the outside perimeter of the new housing.

The recreation path will be 10-foot wide and run along side Mokapu road and then extend around Pennsylvania Avenue. People will be able to run, walk or push baby strollers along its winding length.

"It's nice in the fact that the layout of the neighborhoods are designed with a lot of cul-de-sacs," said Weick. "There will be no through streets, and that will keep traffic to a minimum."

By staggering the front entrances of the homes, the community won't look like sets of row houses, in essence giving it a neighborly feel.

Materials used to build the new homes will be state-of-the-art and environmen-

tally conscience while ensuring that the buildings will remain structurally sound.

One example of the state-of-the-art materials will be the concrete shingles which will be used to protect the building from weather and fire.

Even native plants will be used to add to the island decorum and community feel in the housing area.

The construction project has been carefully planned out to be done in phases over a period of time, and the demolition of the old housing is the first phase, said Weick.

Soon, the old buildings in the Cochran housing area will be prepared for demolition. This will start shortly after the area has been secured, according to Kaonohi K. Godfrey, a construction representative for the Resident Officer In Charge of Construction for MCB Hawaii.

The first thing on the list to be done to the sight will be to enclose it with an eight-foot fence, which will have tarp applied to it to minimize the amount of

See HOUSING, A-6

Relief Society honors Hawaii volunteers of the year

Cpl. M. Trent Lowry
Combat Correspondent

Having diligent volunteers working for the Navy-Marine Corps Relief Society pays off for sea service members and their families, as they can count on a helping hand being there in times of need.

For three of the NMCRS volunteers, though, their hard work has paid off in a different way. The trio of good Samaritans has been recognized for the individual efforts they've put forth to improve the lives of those around them.

Kristine Goodfred, a volunteer at

the NMCRS office at MCB Hawaii, Kaneohe Bay, was named Hawaii N M C R S Volunteer of the Year for 2000 at the Fifth Annual Volunteer of the Year Awards Luncheon, held Feb. 6 at the Hale Koa Hotel in Waikiki.

Honored along with Goodfred were the 2000 Kokua Award recipients, Heather Hesslink and Chief Petty

Officer James Poskarbiewicz, who earned the runner-up awards for their services at Naval Station Pearl Harbor.

Though they displayed shocked pleasure at receiving the honors, the recipients reacted to their prizes with modesty.

"I had not the slightest idea that my name would be called, but I am very grateful. It was a total surprise, and definitely an honor," Goodfred said, a stunned smile still playing across her face. "I don't do this for the recognition. I feel like I share this with everyone (who works here)."

The other recipients echoed

Goodfred's humble sentiments regarding the honors.

"It's actually a pleasure to help out. I look at the award as a reflection of a successful group rather than just me," said Poskarbiewicz, a cryptology analyst and reporter with Cryptologic Services Group Hawaii.

Despite the responsibilities she has being a mother of three and being active with Key Volunteers for Combat Service Support Group 3 – where her husband of 13 years, Gunnery Sgt. Jeffrey Goodfred, is the Motor Transport Co. maintenance chief – Goodfred found the time to devote more than 600 hours of volun-

teer service to N/MCRS since she joined the organization in September 1999.

"The only sacrifice I feel I make is that I have less time to clean the house," Goodfred said jokingly about juggling her time commitments between her family and volunteering.

Goodfred's main duty with NMCRS is as a caseworker, working with Sailors and Marines and their families to devise a solution for their needs. She also adopted the responsibilities of the Chairman of the Foodlocker and Chairman of the

See VOLUNTEER, A-6



Staff Sgt. Luis P. Valdespino, Jr.

Private First Class Curtis Willeford, a 2nd Transportation Support Bn., 2nd FSSG Marine, scans tracking data off a vehicle during the 2000 Tri MEF Throughout Exercise.

Tri-MEF exercise prepares Marines worldwide

Staff Sgt. Luis P. Valdespino Jr.
Community Relations Chief

BLOUNT ISLAND, Florida

— Leathernecks from around the world are advertised as Warriors from the Sea — but how do they get on land to sustain a force?

The 2000 Tri-MEF Throughout Exercise held aboard Blount Island, Fla., Feb. 1-8, answered this question when about 140 Marines and Sailors who, appropriately enough, flew in from around the world to participate in this Maritime Prepositioning Force exercise.

A handful of Navy Sea Bees from Port Hueneme, Calif., joined a select few Kaneohe Bay

Marines, as well as leathernecks stationed in Okinawa and Iwakuni, Japan; Marine Corps Bases Camp Pendleton, Calif.; Camp Lejeune, N.C.; and at Marine Corps Air Station Cherry Point, N.C., to practice Maritime Prepositioning Force operations.

Specifically, the Sailors and Marines underwent classes to prepare for equipment offload from an MPF ship that participated in the exercise. The offload entailed redistribution of equipment and supplies, while ensuring accountability of all the MPF gear.

The 2000 Tri-MEF Throughout exercise, so-called because it is a simulation of the process of getting equipment from a ship, through a port, and to the combat

units, was the first time representatives from the I, II, and III Marine Expeditionary Forces gathered for such an exercise, said Maj. Lyle Layher, exercise coordinator and III MEF Maritime Prepositioning Force officer.

Representatives from the three MEFs teamed up to form many of the main elements of an MPF, from the Offload Prepositioning Party, to the Arrival and Assembly Organizations Elements.

The close proximity of the training area "allowed us to see how all the pieces work together it's good for a training environment," said 2ndLt. Christopher Cole, a platoon commander with 2nd Transportation Support Bn., 2nd Force Service Support Group,

II Marine Expeditionary Force. "We just have to make sure — and we do — to stress to the junior Marines that, 'hey, this isn't how it works in a 'real element...'"

Other advantages of the environment included the opportunity to learn how gear gets put onto a ship by civilian contractors, said Staff Sgt. Michael Bridges, a Supply Chief with 1st Force Service Support Group.

While many expressed an appreciation in experiencing the exercise, a bigger picture was being drawn. Layher explained, "We got the three MEFs here together to compare procedures for throughput and to validate standard (Marine Corps) procedures for throughput."

MCBH NEWS
BRIEFS

NAVAL CLINIC CLOSURE

Today and Friday, Branch Medical Clinics Barbers Point and Shipyard and Branch Medical Annex Wahiawa will be closed due to a medical training evolution designed to improve future services. During this time frame, services will be consolidated at Branch Medical Clinics Makalapa, Kaneohe Bay and Branch Medical Annex Camp Smith. All beneficiaries will have access to medical services at BMCs Makalapa and Kaneohe Bay on these days.

BLACK HISTORY MONTH
EVENTS

Two upcoming events are slated for Black History Month: the Black History Month Fashion Show Saturday at the E-Club at 6:30 p.m. The \$5 price dor entry includes pupus and a dance with a DJ from Extrmem 104 following the show. The Black History Month dinner is scheduled for Feb. 24 at the Fairways. Cocktail hour begins at 6 p.m. and dinner begins at 7 p.m. Blues music will be provided Dion. The southern meal will include presentations by attorneys Mr. Mrs. Andre Wooten and a guest appearance by the former Ms. Hawaii. For more information, call the base equal opportunity advisor Master Sgt. Duane Keys at 257-7721.

NATIONAL PRAYER BEAKFAST

The National Prayer Breakfast will be held Feb. 22 at the Anderson Hall Dining Facility. Rear Admiral Michael Holmes, commander, Patrol and Reconnaissance Force, U.S. Pacific Fleet, will be the guest speaker. The topic is “Faith in Changing Times.” Cost for the breakfast is \$1.50. Doors will open for breakfast at 6 a.m. and the program will begin at 7 a.m.

VIRUS ALERT

There is a new virus replicating across Marine Corps computer networks. This virus is called the AnnaKournikova.jpg.vbs virus. Files are e-mailed with the subject line: “FW: Here you have, ;o).” When the attached file is opened, it mails itslef to everyone on Microsoft Outlook address books. Initial reports indicate that when rebooted, the infected machine will receive an error that results in a blue screen. There are currently no signature files available to remove the virus. Current virus definintions from McAfee will identify the virus as “vb/sst.” Government computer users are urged not to open files similar to that described above. Users who believe the virus has affected their equipment should call the ISMO help desk at 257-8500.

REFORM INITIATIVE HOTLINE

For up-to-the-minute status on the MCB Hawaii Business Reform Initiative, call the BRI hotline at 257-8866 or logon to www.mcbh.usmc.mil and click on the business management team icon.

ISMO LEARNING CENTER
OPEN

Beginning Feb. 21, the Information Systems Management Office Learning Center will reopen to offer classes to computer users. To sign up for a class, contact your information systems coordinator or call 257-8500.

NMCRS NEEDS VOLUNTEERS

The Navy Marine Corps Relief Society is currently seeking volunteers to work flexible hours. Volunteers learn job skills and help deserving Marines and Sailors. If interested, call 254-1497.

Hawaii
MARINE

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Press Chief
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Maj. Jeffrey Nyhart
Gunnery Sgt. Rhys A. Evans
Gunnery Sgt. Rhys A. Evans
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===== SERGEANT MAJOR’S CORNER =====
Marines accomplish more with less

Sgt. Maj.
Stephen H. Mellinger
MarForPac Sergeant Major

CAMP H.M. SMITH — In my few months thus far as the Force Sergeant Major, I’ve made command visits to m o s t MarForPac bases and stations at least once. On each of my visits I’ve met w i t h numerous Marines to discuss an array of Corps-related topics. In every conversation I learn a little more about our Corps and the concerns and needs of individual Marines. Throughout these visits Marines are constantly echoing the age-old theme, “Marines are still doing more with less.”



Mellinger

As the MarForPac Sergeant Major, I want all of you Marines to know, “I hear you.” Personally, from evidence I’ve seen on my trips to Marine facilities, I would even go so far as to say that theme is a gross understatement! I have said for many years, American taxpayers are getting their money’s worth, and then some, out of their Marine Corps. And that is a fact in which all Marines can be proud. In my humble opinion, our Corps brings to the table (talking about combat muscle) at least one-fourth of our country’s combat capabilities. Add to that the Corps’ proven track record in

combat, and I believe our ultimate worth (to our nation’s defense) should be rated even more. If my facts are accurate, our Corps operates off of approximately six percent of DOD’s total budget. If that’s true then there should be no doubt about Marines doing more with less. Marines, wouldn’t it be great if the Marine Corps would receive a percentage of DOD’s budget equal to what our value is to our nation’s defense? I’m sure there are folks much higher than my pay grade (and smarter too) who, perhaps would disagree with me on all of this, but it’s what I believe. I stated before that I am not much into fancy garnish sitting on the dinner plate just for looks. I’m more interested in the meat and potatoes of the matter. And for this column that means getting to the point about genuine hard-core needs of Marines. For example, we have units on the West Coast that work in buildings with no running water. Other units, where winter months get pretty chilly, must wear their Gor-Tex gear and gloves while they work on sophisticated electronic gear. Why? Because there is no heat in their buildings. I could go on with other examples, but I think you get my message. Now before anyone conjures up mental images of illegal sweat shops and calls in investigative news reporters, please know that it’s not that bad and that we (the Corps) are working on these issues. The problem is that these

commands simply don’t have enough funds in their budgets to pay for refurbishing needs and still be able to buy required items to remain combat ready. It’s no different than our personal finances at home. If you only have so much money for the month you have to prioritize your purchasing needs (note I said NEEDS and not wants). Commands are no different. When unplanned requirements arise (things not budgeted for), commands must decide which things receive the highest priority for purchase. I know I’m preaching to the choir about all of this, but I think it’s important all of you, from privates on up, understand that you have a sympathetic ear in me. Our new Commander-in-Chief told us that he’s aware of our many needs and that help is on the way. Ooh Rah to that! His understanding of our needs should be a great comfort and encouragement to all of us. So to you aircraft bubbas, take heart — in the near future you won’t need as much duct tape and 550 chord to keep those birds flying (just teasing; I hope). And to you motor-T mechanics, your suggestions to install quick release clips on engines (making it easier to swap engines in vehicles) may not be needed now. All joking aside, I really want to hammer home the point to all of you that LtGen. Libutti and I are extremely proud of you. Why, you ask? First, because you all are true professionals and most of all true Marines. You have demonstrated great

patience waiting for new parts and equipment to make life easier. You’ve remained motivated, enthusiastic and innovative making do with what’s available to you. Like true Marines you have endured, adapted and overcome all adversities to remain a force in readiness. And that includes your families as well. I’m speaking of having to reside with your loved ones in older government quarters or for being on a housing waiting list for most of your tour in some areas. I could go on and on as to why we’re proud of you, but I don’t think it’s really necessary. Whatever frustrations you may have such as the areas of concern I’ve mentioned, I know deep down each of you still feed off of that fire in your gut. That of simply being a Marine. All the Marines I’ve spoken to in our MarForPac commands, make it clear to me that they will continue to adapt, overcome and accomplish the mission no matter what. Marines never cease to amaze me with their ingenuity. I believe that if a Marine was handed a plastic spoon and told that’s his sole weapon for combat, that he would somehow figure a way to make that plastic spoon the most lethal weapon on the battlefield short of a tactical nuke. Keep charging to the front Marines and thanks again for all you do to make our Corps the most feared and respected gun club ever. Semper Fi.

How the media misjudged the Osprey

John R. Guardiano
Editor, Rotor & Wing

“Critics Say V-22’s Features May Make it Dangerous,” blared the headline on page two of USA Today last Friday (February 2). “Unlike all civilian and conventional military helicopters,” the article began, “the Marine Corps’ controversial V-22 Osprey cannot stay airborne should its rotors lose engine power, a shortcoming critics call dangerous.” Plus, the Osprey cannot “auto-rotate,” which “experienced pilots say...could mean the difference between a safe landing and a fatal crash when an engine stalls. ‘If it won’t auto-rotate...it’s an inherently dangerous aircraft,’ says William Wimsatt, an aviation attorney and former Army helicopter pilot.” “It’s suicidal for the Osprey not to be able to do this,” added Jim Furman, a Texas lawyer who represents the widow of an Osprey pilot killed last April. Furman, USA Today noted, is a “former Army helicopter pilot.”

This “news” was the latest in a string of damning revelations for the Marine Corps and their new transport aircraft, the V-22 Osprey. But, like nearly all the press accounts of late, it is grossly misleading. For starters, the Osprey is not a conventional helicopter. It is a hybrid “tiltrotor” aircraft that can fly as both a helicopter and an airplane. Until now, the ability to auto-rotate has been unique to conventional helicopters. Auto-rotation - which enables a pilot to land the aircraft safely in the event of engine failure - is possible in the Osprey and likely will become a standard technique taught to V-22 pilots. It simply will require additional flight testing and technique refinement. But this hardly makes the Osprey “inherently dangerous” and “suicidal.” Fixed-wing military transport aircraft like the Army’s C-130, for instance, lack the ability to auto-rotate. Yet no one - not even former Army pilots who have turned into trial lawyers - suggests that these planes are death-traps. And Osprey pilots are not defenseless in the event of engine failure. They can maneuver into fixed-wing mode and glide forward to a (relatively) safe landing. In addition, the V-22 has two engines, each of which can power the aircraft by itself. The chance that one engine will fail is extremely remote - Marine Corps pilots have flown for 14 years without reporting a single instance of engine failure. The odds that both engines will fail simultaneously are so remote as to be beyond negligible. None of these facts seem to matter to the mavens of elite liberal opinion. The New York Times editorialized twice in one month against the aircraft, denouncing it as a “20-year-old idea with a poor safety record and maintenance data of questionable reliability. It may be time to terminate the program

altogether,” the Times concluded. Other influential media voices have euthanised the V-22. “Kill the Osprey before it kills again,” demanded the Chicago Tribune; “This bird is too deadly to live,” echoed the Seattle Post-Intelligencer; “It’s an overpriced, problem-plagued aircraft,” asserted the Milwaukee Journal-Sentinel; and so on and so forth. To be sure, the Osprey has had its share of troubles. It has crashed four times in less than a decade and twice in eight months. The two most recent crashes occurred in December and April of last year, killing 23 Marines. Seven people also died in a 1992 Osprey crash. The latest mishap prompted Marine Corps Commandant Gen. James L. Jones to call for an independent panel to review the

What about the allegation of a “cover-up?” True, Lt. Col. Leberman has admitted to falsifying Osprey maintenance records in order to inflate the aircraft’s “mission capable” rate. Leberman has since been relieved of his command and may be subject to a court martial. However, he has assured Pentagon officials and the American people that his actions in no way compromised the safety of anyone involved with the V-22 program. More to the point, no one has charged the Marines with knowingly putting unsafe Osprey into the sky. On the contrary: The Marines are accused of grounding the V-22 too often - to the point where the aircraft likely would not have made the cut for full-rate production. Indeed, as one V-22 mechanic observed: “This is not what



Defenselink photo

Former Secretary of Defense William S. Cohen speaks to members of the media at a press conference at the Pentagon in Sept. 1999 to explain the MV-22’s capabilities. V-22 program. Last month, it was revealed that the commanding officer of the first and only Marine Tiltrotor Training Squadron (VMMT-204), Lt. Col. Odin F. Leberman, had falsified Osprey maintenance records and instructed the Marines under his charge to “lie” about the aircraft’s readiness and availability. All this bears the stamp of a heart-wrenching tragedy. Still, while it is right for us to pray for the families who lost fathers, sons and brothers, it is wrong to forget a painful but undeniable truth - military flight is inherently risky. This is true even for mature, veteran helicopters like the Army’s UH-60 Black Hawk, which Osprey critics frequently cite as a possible replacement for the V-22. In 1999, for instance, three Black Hawk crashes killed 10 U.S. servicemen. In 1998, five Black Hawk crashes killed three soldiers. And eight Army personnel died in 1997 when two UH-60s crashed. caused the previous two mishaps this year, but if it continues, it will cause many more [accidents].” And what of the supposed “smoking gun?” A recent 60 Minutes report on the Osprey highlighted a November 21st e-mail message that Brig. Gen. James Amos, the deputy commandant of Marine Corps aviation, sent to Lt. Gen. Fred McCorkle, who heads up all of Marine Corps aviation. In the e-mail, Amos tells McCorkle that the Osprey’s readiness rate for the first part of November is “a bad story” - just 26.7 percent. Yet, as Mike Wallace noted last week (Jan. 31) on the CBS Evening News, “just nine days later, Gen. Amos used different and much more favorable numbers at a Pentagon press conference.” “I pulled the first 13 days of November, mission-capable rate on those airplanes, and the average is 73.2 percent,” Amos told

See OSPREY, A-7



Lance Cpl. Iain A. Schnaible

A Marine from Radio Reconnaissance Plt., Bravo Co., 1st Radio Bn., speeds toward the Earth from a CH-53D Sea Stallion.

Rad.Bn. Marines take to the skies

Lance Cpl.
Iain A. Schnaible
Combat Correspondent

KUHUKU TRAINING AREA — Marines of Bravo Co., 1st Radio Bn., honed their combat skills during insertion training here Jan. 23.

The rappelling and fast roping training was conducted by 12 Marines from the company's Radio Reconnaissance Platoon, broken into two teams of six, as the final phase of a week-long patrolling exercise.

As a CH-53D Sea Stallion Helicopter from Marine Heavy Helicopter Squadron 463 hovered overhead, the highly-trained Radio Recon Marines quickly leapt from the back of the helicopter with nothing to support them but a rope as they rappelled their way one-by-one to their objective — the ground.

Rappelling is an insertion technique that entails Marines hooking up to a rope which

hangs from the rear of a helicopter, and using a harness and a brake fashioned out of a D-ring to make a controlled descent to the ground.

The rappelling portion of the exercises was done in stages, first, the Marines rappelled without gear, then with the addition of an M16A2 service rifle, and finally, with a full combat load, which consists of a rifle and a full pack.

When the Marines finished their rappelling exercise, they moved on to the much faster, more frantic fast roping insertion technique.

This technique calls for Marines to slide down a rope from the back of the helicopter to the ground, one after another, with great speed and intensity.

Fast roping was conducted in three stages.

The first stage was simply sliding to the ground without the hindrance of a weapon and a pack.

The second insertion was made slightly more difficult with the addition of an M16A2 service rifle.

The final stage of the training was the most complicated, said Staff Sgt. David J. Korff, Radio Recon Plt. training chief. During this stage, Marines had to conduct a lightning insertion with rifles, establish a defensive perimeter and retrieve packs that were lowered from the helo on a custom rope.

"This training prepares our Marines for actual combat situations through repetition and practice, with gradually more difficult elements being added every time," said Korff.

The insertion training was intended to further prepare the Marines of Radio Recon Plt. to perform their unique primary mission of providing tactical signals intelligence to the commander of a Marine Expeditionary Unit.

"Our Marines performed

well," said Korff. "They showed the steady improvement and technical knowledge necessary to maintain a well-trained Marine unit."

Radio Recon's Marines also gained a great deal from the training.

"The training was a chance to build teamwork because we did it in teams," said Cpl. Marcus G. Newman, a Russian linguist with Radio Recon Plt. "We learned to rely on each other a little more."

Radio Recon's rappelling and fast rope training not only offered the Marines knowledge and training, it presented a great deal of enjoyment.

"The rappelling and fast roping was really exciting," said Newman. "It also seemed a lot easier out of the helo than off of the tower. I guess it's just the adrenalin."

Through constant training, the Marines of Radio Recon Plt. continually hone their skills and improve their combat readiness.



Corporal Michael S. Durbin, a crash crewman with MCAF, watches Sgt. Ken D. Allen, a HRST instructor with Regimental Schools, as he tightens the "D" ring on Durbin's SPIE harness.

builds morale. It's good for the soul," said Private First Class Hector C. Reyes, a meteorological equipment technician with MCAF.



A CH-53D Sea Stallion Helicopter from HMH-463 carries MCAF Marines over the waters of Kaneohe Bay.

MCAF Marines receive SPIE rides

Story and photos by
Cpl. M. Trent Lowry
Combat Correspondent

Personnel from the Marine Corps Air Facility aboard MCB Hawaii affect the flights of each aircraft that takes off from — and lands on — the base airfield, but rarely do they take part in flights themselves.

It was a special event then, when more than 20 members of MCAF participated in Special Purpose Insertion and Extraction training Jan. 31 at West Field aboard MCB Hawaii.

With the help of Helicopter Rope Suspension Training instructors from 3rd Marines' Regimental Schools and the support of CH-53D "Sea Stallion" helicopters from Marine Heavy Helicopter Squadron 463, the MCAF personnel strapped themselves to the underbelly of a helicopter to prepare for the dangling flight ahead.

"A lot of Marines, after they get to MCAF, don't get the chance to see different Marine Corps activities. So this adventure training is for them to have a little fun and see what else is out there," said Sgt. Mark S. Darmetko, acting training chief for MCAF.

The possibility of participating in the adventure training was so attractive to the junior Marines and Sailors of MCAF that many were turned away, since the roster was limited to 25 participants.

"They got the whole experience. We were able to give them this opportunity to let them know they're doing a good job. This is a 'thank you,'" said Sgt. Maj. Manuel A. Garibay, MCAF sergeant major.

Many of the Marines and Sailors who participated said they weren't nervous or jittery about the prospect of being dragged beneath a perfectly good aircraft.

"Anything that we do out of the ordinary

WORD ON THE STREET

What have you done to prepare for tax season?

"I already had my taxes done at the tax center here on base — I am expecting my return soon."

Cpl. Kyon L. Cortez
Administration clerk
Marine Corps Air
Facility
El Paso, Texas



"I'm sending my tax information back home to North Carolina for our family tax attorney to do them."

Lance Cpl. James R. Zambito
Motor Transport
Mechanic
H&S Co., 1st Radio Bn.
Charlotte, N.C.

"Before I came here for Reserve Counterpart Training, I went to a certified public accountant to make sure my wife didn't have to deal with the taxes while I was gone."

Maj. Jay M. Curry
Motor Transport
Officer
CSSG-3
Lowville, N.Y.



"I haven't done them yet, but I plan on taking them to the tax center here on base."

Petty Officer 3rd Class Cari F. Vannattan
Aviation store keeper
Navy Patrol Squadron 4
Verndale, Minn.

"My mother is a certified public accountant and she'll probably take care of them for me."

Cpl. Derek C. McCarthy
Crash crewman
Marine Corps Air
Facility
East Berlin, Penn.



"Every year I buy the Kiplinger's Tax Cut software for my computer, and I do my taxes on my computer."

Chief Petty Officer Stephen M. Guz
Maintenance Control
Chief
Navy Patrol Squadron 4
Holyoke, Mass.

"I have already made an appointment to go to the base tax center and take care of my taxes."

Sgt. Jason M. Roach
Hazardous Material
NCO
1st Radio Bn.
Seattle, Wash.



21st Dental Co. adds aloha to clinic facilities

Story and photos by
**Sgt. Richard W.
Holtgraver Jr.**
Combat Correspondent

The Sailors of 21st Dental Company are proving that a little

paint and ingenuity can improve the quality of dental service for Marines and Sailors of MCB Hawaii, Kaneohe Bay.
For more than a year the dental clinic personnel have labored to make the appearance of the clinic



A customer receives dental care from one of the dental clinic’s doctors. All 21st Dental Co. personnel who work at the Bramch Medical Clinic don “aloha smocks” to help promote the clinic’s aloha atmosphere.

more appealing and the accommodations comfortable for patrons.
“Our mission is quality health care for our Marines and Sailors,” said Chief Petty Officer Veronica Allen, leading chief of 21st Dental Co. “We want people to feel good about coming to dental and feel even better about coming back.”
Although the look of dental is now less “clinical,” according to Allen, renovating the clinic is only part of a new policy that the clinic has to the people they serve.

Shortly after arriving, Cmdr. Kent G. Knudson, commanding officer of 21st Dental Co., evaluated feedback from his unit and decided some changes were needed.
Knudson implemented an unwritten “aloha” policy, which would concentrate on improving the work environment first, then focus on improving customer service.
A large, friendly, Hawaiian style sign at the front entrance of the clinic greets service members who go to have their annual exam or get their teeth cleaned.
New paint on the walls, curtains on the windows and an improved décor are not the only new things a patient will see there. Even calling to make an appointment is an enjoyable experience with a pleasant sounding voice greeting callers with a big, “Aloha!”
Patients waiting to be seen by a dentist can watch a movie or they can read newspapers or magazines that are delivered to the clinic daily.
Other positive changes at the clinic directly affect personnel and increase the quality of service to patients by improving the work environment.

Hawaiian style medical scrubs for personnel and earlier hours of operation have improved the attitude, productivity and morale of members of 21st Dental Co. and their patients.
“Everything we’ve done is to improve patient service,” said Dental Technician Chief Elmer M. Esmeralda, of Ewa Beach.
Increasing the quality of the work environment for the personnel, in turn, increases the quality of dental

Dental Co. are participating in off-duty education.
“We have nearly 70 percent of our E-5 and below personnel taking off-duty education, actually going to college, and I’ve personally never heard of a unit above that,” said Lewis.
The ability to improve their education is only one of the benefits personnel at the dental clinic are able to enjoy because of the new policy.

Success in accomplishing their mission and improving the quality of dental care is the number one priority, said Esmeralda.
“Our ultimate goal is one-stop shopping,” informed Esmeralda. “We want everyone who comes in for their annual check-up to receive a cleaning as well.”
Whether that goal will be attainable for the dental clinic is still a story that



A friendly sign greets patients before they enter the clinic.

needs to be written, but the clinic has received signs that they are on the right track toward aspiring to its goals.
Recently the dental clinic successfully completed and passed their Bureau of Medicine and Surgery Inspector General, according to Knudson.
The BMEDIG is a complete annual inspection that covers everything from the record keeping to customer satisfaction of a medical or surgical unit.
The experience of going to the dentist was a lot easier and almost enjoyable, according to Sgt. Philip J. Norris, a platoon sergeant for Echo Co., 2nd Battalion, 3rd Marine Regiment, who was at the clinic for his annual check-up.
If patient satisfaction is an indicator, then the dental clinic is well on its way to success.



CHILDREN’S DENTAL HEALTH MONTH

Flossing tips help children maintain adequate dental health

Academy of General Dentstry
Fact File

Editor’s Note: The following is the 21st Dental Co.’s second installment of dental care tips for Children’s Dental Health Month. This week installment features brushing tips and techniques.

Flosses and picks

Plaque is a sticky layer of material containing germs that accumulates on teeth, including places where toothbrushes can’t reach. Plaque can lead to gum disease. The best way to get rid of plaque is to brush and floss your teeth carefully every day. The toothbrush cleans the tops and sides of your teeth, while dental floss cleans in between them. Some people use waterpicks, but using floss is the best choice.

Should I floss?

Everyone should use floss. Floss removes plaque and debris that adhere to teeth and gums in between teeth, polishes tooth surfaces, and controls bad breath. Floss is the single

most important weapon against plaque, perhaps more important than the toothbrush. Many people just don’t spend enough time flossing or brushing and many have never been taught to floss or brush properly. When you visit your dentist or hygienist, ask to be shown.

Which type of floss should I use?

Dental floss comes in many forms: waxed and unwaxed, flavored and unflavored, wide and regular. Wide floss, or dental tape, may be helpful for people with a lot of bridge-work. Tapes are usually recommended when the spaces between teeth are wide.

All types of floss clean teeth and remove plaque about the same. Waxed floss might be easier to slide between tight teeth or tight restorations. However, a benefit to using unwaxed floss is that it makes a squeaking sound to let you know your teeth are clean. Bonded unwaxed floss does not fray as easily as regular unwaxed floss, but does tear more than waxed floss.

How should I floss?

There are two flossing methods: the spool method and the loop method. The spool method is suited for those with manual dexterity. Take an 18-inch piece of floss and wind the bulk of the floss lightly around the middle finger (Remember to not cut off your finger’s circulation). Wind the rest of the floss sim-

ilarly around the same finger of the opposite hand. This finger takes up the floss as it becomes soiled or frayed.

Maneuver the floss between teeth with your index finger and thumbs. Don’t pull it down hard against your gums or you will hurt them. Don’t rub it side to side as if you’re shining shoes. Bring the floss up and down several times

forming a “c” shape around the tooth, being sure to go below the gum line.

The loop method is suited for children or adults with less nimble hands, poor muscular coordination or arthritis. Take an 18-inch piece of floss and make it into a circle. Tie it securely with three knots. Place all of the fingers, except the thumb, within the loop.

Use your index fingers to guide the floss through the lower teeth, and use your thumbs to guide the floss through the upper teeth, going below the gumline forming a “c” on the side of the tooth.

How often should I floss?

People should floss at least once a day. To give your teeth a good flossing, spend at least two or three minutes.

What are floss holders?

A prethreaded flosser or floss holder often looks like a little hacksaw. Flossers are handy for people with limited dexterity, for those who are just beginning to floss, or for caretakers who are flossing someone else’s teeth.

Is it safe to use tooth-picks?

In a pinch, toothpicks are effective at removing food between teeth, but for daily cleaning of plaque between teeth, floss is recommended. Toothpicks come round and flat, narrow and thick. When you use a toothpick, don’t press too hard as you can break off the end and lodge it in your gums.

Do I need a waterpick (irrigating device)?

Don’t use waterpicks as a substitute for toothbrushing and flossing.

They are effective to use around orthodontic braces that retain food in areas a toothbrush cannot reach. However, they do not remove plaque buildup.

Waterpicks are frequently recommended by dentists for persons with gum disease. Solutions containing antibacterial agents like chlorhexidine of tetracycline, available through a dentist’s prescription, can be added to the waterpick reservoir for effective dental hygiene.



Photo courtesy of Branch Dental Clinic

Petty Officer 2nd Class Joseph M. Shurina III, a registered dental hygienist with the branch dental clinic, gives children from Mokapu Elementary School advice on dental hygiene as part of Children’s Dental Health Month.

VOLUNTEERS, *From A-1*

Layettes, duties that involve making sure supplies are available for the food boxes and baby supplies (layettes) the Society provides for families in need. Of her duties, Goodfred said that caseworking is the most time consuming, “because once a case is started you want to see it all the way through.”

Speaking with Goodfred, one can see in her earnest brown eyes that her concern for others drives her volunteer endeavors more than anything else.

“I joined Key Volunteers because I felt a need to be there for other spouses. I had been left in the dark before, so I wanted to help make it easier for others,” Goodfred said, noting that it was at her Key Volunteer training that she first learned about the NMCRS need for volunteers.

The winners of the Kokua Awards for 2000 were no less enthusiastic in their support of the NMCRS. Both Hesslink and Poskarbiewicz provided priceless support to the organization.

Hesslink served as the Chairman of Publicity for Hawaii NMCRS offices, keeping information about the Society flowing to sea service members on Oahu through the base newspapers and television channels. Hesslink, already a mother of two sons, became

a new mother for the third time during this period, an ample display of her dedication to her duties.

“I just want to make a difference like everyone else,” Hesslink said, adding that her responsibilities give her the chance to inform people about what the Society offers.

Devoting his time to a different aspect of the NMCRS, Poskarbiewicz earned his Kokua Award for his efforts in improving the Pearl Harbor thrift store.

“What started as a few days turned into a three or four day a week commitment. I feel very satisfied when the customers are happy with what we have to offer,” Poskarbiewicz said with pride visible on his face.

Despite the accolades passed at the awards luncheon, the NMCRS is ever in need of more volunteers to help be able to serve the servicemembers and their families to the Society’s utmost potential. Volunteers can give as little or as much of their time as they are able, and the NMCRS reimburses volunteers for childcare and mileage.

“The Navy and Marine Corps take care of their own.” The motto of the NMCRS is embodied by the volunteers who give of their time and energy. While not every volunteer will take home an award, the real reward is what one feels inside knowing they were able to lend a helping hand.

General appreciation



Cpl. Aaron Watson

Patricia Perry, the director of the Kaneohe Bay branch of the Navy/Marine Corps Relief Society, was recently honored by Brig. Gen. R.E. Parker, Jr., the MCB Hawaii commanding general, for her dedication to the society. Perry, who is affectionately known as “Auntie Pat,” has served the N/MCRS for 40 years.

OSPREYS, *From A-2*

reporters. “Two of the Marine’s highest ranking officers apparently knew full well that data they were reporting about the Osprey were not accurate,” Wallace reasoned.

What Wallace neglected to consider was that there were two sets of data in question. The first set of data referenced in Amos’ e-mail was calculated by a new computerized measuring system that has yet to be fully instituted by the Navy and Marine Corps. The second set of data that Amos shared with reporters on Nov. 30 was a more traditional readiness standard used by fleet commanders.

Other critical media reports have similarly relied on dubious grounds, including selective and misunderstood aspects of Pentagon and General Accounting Office (GAO) studies. For example, the Pentagon’s director of operational test and evaluation (OPEVAL), Phil Coyle, issued a report last fall in which he declared the Osprey “operationally effective,” but not “operationally suitable.”

But Coyle’s assessment is more benign than it sounds. He acknowledges that “testing has confirmed several key advantages, in comparison to current rotary-wing operations, inherent to the tiltrotor

concept.” However, he faults the Osprey for being less reliable, maintainable, and available than the CH-46 helicopter that it is replacing.

Again, the Marines acknowledge this limitation, but say it is a temporary hurdle. The Osprey is new and requires time to master and work into the fleet. More important, these temporary risks must be weighed against the revolutionary benefits that the V-22 will soon offer.

“In a world where our special forces and Marines are called upon for a wider and wider array of operations, this tiltrotor technology provides versatility and adaptability in the field,” former defense secretary William Cohen told a Pentagon audience in 1999. “It’s going to change the way in which we approach everything from assault operations to disaster relief to humanitarian aid and peacekeeping.”

The V-22,” he added, “will cut our response time from weeks down to days, and days down to hours. This is the revolution in military affairs.”

“Without the V-22, the Marines stand to lose far more in their next amphibious assault than in all four Osprey accidents” to date, says Loren Thompson, a professor of national security studies at Georgetown University and chief operating officer for the Lexington Institute, an Arlington, Va.-based think

tank. The V-22 also has a potential commercial application that is equally significant: traffic relief. Indeed, a civil tiltrotor Osprey variant, the BA609, is under development; and it promises to revolutionize the highly congested U.S. transportation system. How? By giving people a viable alternative to current air and road transportation.

Tiltrotor aircraft, after all, can fly at airplane speed. However, they do not need to fly in and out of airports. Rather, like a helicopter, they can take off and land from just about anywhere - a remote field, a parking lot, even the roofs of buildings.

Unfortunately, the media gave short shrift to such cost-benefit analyses.

They assume that military and technological progress can come without any risk whatsoever. Yet the assumption of risk - reasonable, calculated risk in pursuit of technological progress - is integral to military advancement.

As Navy Secretary Richard Danzig said the day after the April 8 Osprey crash:

“Evaluating new equipment and training for war, like war itself, puts life at risk. In peace and war, Marines accept that risk - it is a bond between us. In that spirit, we grieve today for our 19 lost Marines and embrace their families.”

HOUSING, *From A-1*

debris that may be blown around.

Crews have already begun to post the fences and barring any unforeseen delays demolition is going to begin in early or middle March.

“One of our biggest concerns during the demolition phase will be the safety of neighboring homes around the construction sight,” said Godfrey. “One of the first priorities for us is to ensure the sight is secure, not only for our workers, but for the people living in the immediate area.”

Once construction begins the project will take off, and completion is schedule for late spring or early summer of next year.

Beginning Tuesday, G Street will be closed from Third Street to just past the Barracks 5071 parking lot. Barracks tenants can park via a temporary access anoted on the map above. Semper Fit Center users and Bks. 7000 tenants will have parking access via Mokapu Road. This is the first of three phases of construction slated to completely tear down and re-build G street complete with new gutters, sidewalks and handicap access ramps. This phase is scheduled to conclude April 2. The entire G Street reconstruction effort is scheduled to end June 15.

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EVERY CLIME AND PLACE

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1/3 Marines sharpen weapons skills during HCAO

Cpl. Roman Yurek
Combat Correspondent

POHAKULOA TRAINING AREA, Hawaii – Training with various weapons systems and reemphasizing squad and fire-team capabilities were top priorities for Marines

from 1st Battalion, 3rd Marine Regiment as they took part in the Hawaii Combined Arms Operation 2-01, “Kona Winds,” exercise on the Big Island.

The training evolution began in January in preparation for the battalion’s Marine Corps Combat Readiness Evaluation assessment,

which occurred earlier in February.

Honing individual weapons skills was the first order of business for the 1/3 Marines, as they put rounds down range at the PTA weapons firing range.

“This training is to allow the Marines to become familiar with different weapons sys-

tems,” said Cpl. Abraham Martinez, a squad leader with Weapons Co., 1/3, noting that many of the Marines are relatively new to the battalion.

While some companies were on the firing ranges, others made use of their time in the field to conduct squad and fire-team rushes. The maneuver training also gave the newer squad leaders the opportunity to practice controlling the younger Marines in their charge.

“As a squad leader, I had to control all the Marines during an assault on a known target,” said Cpl. Kevin Perez, a squad leader with A. Co., 1/3. “Overall we did well, but there is always room for improvement.”

Small unit training was a necessary element to 1/3’s Big Island evolution, as they later applied the skills learned while participating in a Marine Air Ground Task Force exercise, which will include close air support from Marine Fighter Attack Squadron 112, a reserve unit from Naval Air Station Fort Worth, Texas.

“We don’t get to go to the Combined Arms Exercise (at Marine Corps Air Ground Combat Center, Twentynine Palms, Calif.), so we use PTA and make the most out of each training evolution,” said Staff Sgt. Brad Bellipanni, a section leader with Weapons Co., 1/3.

While the Marines’ short-term goal is to excel on the MCCRE assessment and MAGTF exercise, the 1/3 Marines know this only takes them one step closer to the seven-month Unit Deployment Program to Okinawa, Japan beginning in July.



Cpl. Roman Yurek

Lance Cpl. Eric Barnett, a wireman with H&S Co., 1/3, sends rounds downrange at the Squad Firing Range at PTA.



SALUTES

**Headquarters Bn.,
MCB Hawaii**

*Navy & Marine Corps
Achievement Medal*
Petty Officer 2nd Class
Manuel D. Arango
Sgt Matthew K. Davies
Sgt. Scott B. Gilbert

*Certificate of
Commendation*

Cpl Jose A. Floresferreira
Cpl John P. Shepherd

Promotions

CWO5 Johnny D. Johnson
CWO4 Cheryl E. Spencer
Staff Sgt David A.
Alexander
Sgt Albert A. Alonzo
Sgt Sean D. Habian
Sgt Christopher B. Herrick
Sgt Jeremy R. Holmes

Sgt Lawrence Sikorski Jr.
Sgt Brett F. Wyble
Cpl Caleb R. Boltiador
Cpl Marcella R.
Cholletdigman
Cpl Michael J. Curtis
Cpl James J. Cushman
Cpl Jacob M. Gomez
Cpl Terrance C. Hawkins
Cpl Gail A. Kollhoff
Cpl Yiu F. Leung
Cpl Kevin F. Moore

Cpl Michael E. Ray
Cpl Shaylynn M. Schofield
Cpl Shane K. Selsor
Lance Cpl Harry D.
Dibbell
Lance Cpl Stacy J. Paul

1st Radio Bn.

*Navy/Marine Corps
Achievement Medal*
Cpl Jeffrey D. Fritts

Dress right ... dress!



Sgt. Richard W. Holtgraver, Jr.

Marines currently enrolled in Sergeants Course 2-01 participate in the course’s final drill portion Feb. 1 on Dewey Square aboard MCB Hawaii, Kaneohe Bay.